

Montana and the Sky



Vol. 41, No. 5

MONTANA AERONAUTICS DIVISION

May 1991

MINUTEMAN AVIATION, INC. EARNS EXXON QUALITY AWARD

Exxon Company USA has announced, Minuteman Aviation, Inc., a fixed base operator in Missoula as a Gold Award winner in its annual Tiger Spirit contest. Tiger Spirit is a commitment to excellence concept designed to help Exxon aviation dealers build their business through a commitment to provide quality products, outstanding image and customer service.

Minuteman Aviation's selection resulted from their exceptional performance during 1990. Exxon Tiger Spirit dealers were evaluated in four major categories of customer service, quality control, image and sales growth.

Minuteman Aviation was presented its Gold Award, at an awards banquet that highlighted a recent dealer meeting in San Francisco.



Jerry Hartnett (left) and Bill Girtman are pictured with Jerry and Laura Mamuzich, of Minuteman Aviation, Inc., as they accept the Gold Award presented by Exxon Company, USA.

MORRISON FLYING SERVICE RECEIVES AWARD FROM NATA

Morrison Flying Service was the recipient of an achievement award for 50 years of service as a member of the National Air Transportation Association (NATA). A special ceremony was conducted on April 5, 1991, during NATA's Convention and Trade Show held in Las Vegas, Nevada.

R.E. "Red" Morrison established Morrison Flying Service in 1931. In 1942 Mr. Morrison was killed flying a B-26 while in the U.S. Army Air Corps. Mr. Morrison's wife, "Bitty" took over and successfully managed the business until retiring in 1979.

Son Jeff Morrison returned to Helena and the business in 1961 after serving as Assistant Aeronautics Director for the State of Idaho. He holds an ATP and has been a pilot since 1953.

Morrison Flying Service is the oldest aviation service in Montana. The company is primarily engaged in air taxi and aircraft servicing.



Jeff Morrison pictured with the achievement award received from the National Air Transportation Association (NATA).

GOVERNOR STEPHENS PROCLAIMS AVIATION-AEROSPACE WEEK

Governor Stan Stephens has proclaimed the week of June 16 - 22, 1991, as Aviation Aerospace Week in conjunction with college aviation/aerospace teacher workshops being conducted in June and sponsored by the Aeronautics Division.

In his proclamation, Stephens noted that education and public awareness programs will foster improved relations between the public and the aviation industry, provide a foundation for the training of individuals to meet the future personnel requirements of the aviation industry and promote a greater understanding of the important role which aviation plays in our lives.

For further information on the workshops contact Fred Hasskamp at the Division at 444-2506.

Administrator's Column

MODE S TRANSPONDERS: In the September issue of *Montana & the Sky* I wrote an article "Why Mode S Transponders?" and expressed my concerns about the FAA's real underlying reasons for changing to the very costly Mode S Transponder when it will do little if anything to improve flight safety. I suggested that the FAA may want to use all the additional information provided by the Mode S transponder to implement a computerized billing system so users can be automatically billed for air space, air traffic control services, and navigation aids. Although the FAA has extended the deadline to discontinue manufacturing and installing of Mode C and change over to the Mode S equipment from December 30, 1991 until July 1, 1992 the FAA's ground installations for Mode S have been faced with continuous delays and are now estimated for completion in 1996 to 1997. It is interesting to learn that the Aircraft Owners and Pilots Association has called for the elimination of the Mode S transponder requirement and to allow manufacturers to continue production of the Mode A transponders indefinitely. Additionally, the AOPA urges the FAA to entirely eliminate the installation deadline for Mode S equipment in newly manufactured aircraft. AOPA President Phil Boyer stated that the FAA has not convinced the aviation industry that the Mode S transponder will provide a benefit to general aviation and that the high cost is perceived as being unjustified.

FAA DEFERS ANTI-DRUG PLAN DEADLINE: The FAA has deferred the deadline for an anti-drug plan for certain types of flight instruction for 180 days. Until the extension, all flight and ground instructors operating under the provisions of Part 135.1(c) would have had to have their anti-drug plans submitted by April 10, 1991. The extension will allow more time to develop an anti-drug plan. The FAA is proposing to change the regulation by exempting most flight and ground instruction from the regulation and the 180-day extension will allow the FAA's Drug Abatement Branch more time to decide what type of student instruction will be covered by the anti-drug regulation.

VFR NIGHT FLYING BAN PROPOSAL WITHDRAWN: The FAA Notice of Proposed Rulemaking (NPRM) to ban VFR night flying has been withdrawn at the request of the petitioner. An Idaho University student had petitioned the FAA to ban nighttime VFR flying as part of a class project never expecting or intending the FAA to take him seriously. When he realized that the FAA had actually taken him seriously and had issued a NPRM he wrote a letter requesting the FAA to discontinue consideration for his proposal. The FAA was swamped with comments - with a few exceptions, all were vehemently opposed to the proposal. The FAA has withdrawn the NPRM.



Montana and the Sky
USPS 359 860
DEPARTMENT OF COMMERCE
Stan Stephens, Governor
Chuck Brooke, Director

Official Monthly Publication
of the
AERONAUTICS DIVISION
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Helena, Montana 59604
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MONTANA AND THE SKY is published monthly
in the interest of
aviation in the State of Montana.
Second-Class postage paid at
Helena, Montana 59604
Subscription \$3.00 per year
Editor: Debbie Alke

"POSTMASTER: Send address
change to Montana and the Sky,
Box 5178, Helena, Montana
59604"

ANTIQUE CAR & AIRPLANE SHOW IN HELENA

The Capital Carriages Car Club and Antique Car Association will hold a car and airplane show/swap meet June 29 - 30, 1991, at the Helena Regional Airport Terminal. The show will run Saturday from 9:00 a.m. - 9:00 p.m. and Sunday from 9:00 a.m. - 3:00 p.m. Check in time for participants will be June 28 from 1:00 - 9:00 p.m. and on the 29th.

All types of vehicles are welcome. Entrees will compete for trophies and dash plaques. An entry fee of \$5.00 per car and \$10.00 per vendor will be assessed. In addition, there will be a gate admission of \$2.00 per person and children under 12 will be admitted free with parents.

There is no charge for antique or experimental airplanes. The number of entries will be limited to approximately 30 aircraft dependent on the number of automobiles participating.

For further information contact Del Barnekoff, 458-9111 or Leny Mason, 443-3729.

PLAINS FLY-IN

On June 22, 1991, a fly-in will be held at Plains in conjunction with the Montana Antique Aircraft Association's Northwest Montana Tour.

In excess of 50 antique aircraft will begin arriving around 12:00 p.m. and will depart Plains at approximately 4:00 p.m.

All pilots are encouraged to attend. Traffic information and advisory information will be available on frequency 122.9MHz.

Concessions will be available and lunch will be sponsored by the Plains Chamber of Commerce.

In addition, a United States Air Force fly-over will occur in the afternoon.

For more information contact Randy Garrison at 826-3605.

VA FLIGHT TRAINING

By: Fred Hasskamp, Chief
Safety and Education Bureau

Minuteman Aviation, Inc. of Missoula is the first Flight School in Montana to be approved for Commercial Pilot Training under the new GI Flight Training Bill. Vocational Veterans flight training benefits now include persons who entered military service after December 31, 1976.

Flight Training benefits may be authorized to veterans wanting to pursue an aviation career.

Basic requirements are: the veteran must have a private pilot certificate, a second-class medical, and he or she would have to enroll in an FAA-approved (Part 141) program. The government will pay 60 percent of the reimbursable costs for dual flight training only.



HELENA HOSTS AIR SHOW

The Rocky Mountain High Air Show will be held June 22, 1991, on the southside of the Helena Regional Airport near the Army/Aviation Support Facility. Spot lighting the military open house and air show will be a performance by the Thunderbirds, the United States Air Force demonstration team based at Nellis Air Force Base, Las Vegas, Nevada.

Gates will open at 9:00 a.m. and the show will begin at 11:00 a.m. Numerous aircraft will be on static display and admission is free.

For further information call Colonel Frank Tobel in Helena at 444-6903.

VALLEY COUNTY AIRPORT UPDATE

The Valley County Airport runway lights will no longer be turned on 24 hours a day. All lights will have to be keyed on by the pilot when approaching the Airport.

The Valley County Airport Commission has implemented this policy change to assist in budget maintenance.

Should you have any questions contact Airport Manager, Arlyn Pankratz at 228-4023.

CALENDAR

June 2 - Aviation Day, Cutbank Hangar MPA. Breakfast 9:00-11:00 am/\$2 per person.

June 15 - 16 - Spokane to Jackpot Nevada Air Race.

June 16 - Beacon Star, Father's Day Poor Boy Sour Dough Pancake Breakfast.

June 17 - 28 - Aerospace Teacher Workshops.

June 22 - Rocky Mountain Air Show, Helena Regional Airport.

June 22 - Fly-in, Plains, combined with the Montana Antique Aircraft Association (MAAA).

June 22 - 23 - EAA Rocky Mountain Regional Fly-In, Greeley, Colorado.

June 29 - 30 - Car and Airplane Show/Swap Meet, Helena Regional Airport.

July 3 - 4 - Celebration 91, Bozeman Air Show and Fireworks Display, Bozeman.

July 5 - 7 - 5th Annual Family Fun Fly-in and Safety Expo, Kalispell City Airport.

July 10 - 14 - EAA Northwest Fly-in, Arlington, WA.

July 13 - EAA Chapter 57, 2nd Annual Fly-in, Laurel.

July 19 - 21 - Schafer Meadows Work Session.

July 20 - 21 - Lewis and Clark Air Festival, Lewiston, ID.

July 26 - Aug. 1 - 38th Annual Experimental Aircraft Association Convention and Fly-in, Oshkosh, WI.

August 2 - 4 - MAAA Fly-in, Three Forks.

August 7 - 11 - Airshow Canada, Abbotsford, BC.

August 10 - 11 - Fly Pocatello '91, Pocatello, ID.

August 10 - Cavanaugh Bay Campout, Idaho.

August 17 - Anaconda 2nd Annual Fly-in.

August 18 - Ennis Southwest Hangar, MPA, Fly-in.

August 22 - 25 - Ninety Nines 1991 Northwest Section Meeting, Holiday Inn, Bozeman.

August 31 - Sept. 2 - Fly-in, Yellowstone Airport, West Yellowstone.

Sept. 12 - 15 - Reno Air Races.

Sept. 22 - Felts Field Air Show, Spokane.

Sept. 20 - 22 - Mountain Search Pilot Clinic, Kalispell.

Dec. 7 - 50th Anniversary Confederate Air Force moves to Midland, Texas.

Feb. 26 - 29, 1992 - Montana Aviation Conference, Bozeman.

AVIATION CAREER AWARENESS TOURS

Samantha Adams (right) a sixth grade student from Wolf Creek Elementary School expressed her thanks to Fred Hasskamp, Chief, Safety and Education Bureau, and others for conducting an aviation career awareness tour.

Pictures include: Wolf Creek Elementary School students receiving a weather briefing from Dave Williamson of the National Weather Service; Helena Middle School students are all smiles following their ride in the Montana Aeronautics Division aircraft; and Randy Vogel with aviation class students from Townsend.



6th grade

I had alot sun on the planes.
-thanks Fred!



Samantha Lynn Adams?

Thanks???

Yesterday was one of the best days of my life. Flying up in that little plane was the life. The best part of it all is when I learned all about the plane. The four forces lift, drag, resistance, & gravity. I also liked the parts of the plane the fuselage, wing, body, and the elevator.

The best part of it all is why Airports are important and necessary for medical, fast transportation, UPS, ports.

Oh I almost forgot about the altimeter and the compass. The altimeter is for the height we go and the compass is for which direction your going.

I also wanted to thank the weather man Dave Williamson for telling us about the weather around the world I really enjoyed it. I just wanted to say

Thanks For
Everything ??

P.S I hope I
get to come
again!

From

Samantha
Adams ?

Bye Bye ?

STORM WATER DISCHARGE RULE

By: Redge R. Meierhenry
Aviation Representative

On November 16, 1990 the Environmental Protection Agency (EPA) issued its final rules regarding National Pollutant Discharge Elimination System (NPDES) Permits for storm water discharges from areas engaged in industrial activities. Airports are specifically included in the EPA regulations as they are engaged in maintenance activities, aircraft cleaning, deicing, lubricating, painting, refueling, and other activities that include hazardous chemicals.

Within this article, we will address how these rules affect general aviation airports within Montana.

The November 16, 1990 regulations expand the NPDES permit process to cover industrial activities not addressed under EPA's original permitting efforts. Now, any industry, including airports that discharge storm water directly to waters of the United States or through municipal separate storm sewer systems, or both, is required to apply for an NPDES permit. Storm water is defined as "storm water runoff, snow melt runoff and surface runoff and drainage".

In Montana, the permit process will be administered by the Montana Department of Health and Environmental Sciences (MDHES). Although the MDHES has not developed the exact format for the permit, they anticipate using a current MDHES permit that will be modified for airports.

The key question to understanding if a permit is required by your airport is, Do all airports require an NPDES permit? The answer depends on where and how the airports storm waters are discharged.

If the discharge goes directly to waters of the United States, into a municipal separate storm sewer, or another point source such as ditches, culverts or any discernible, discrete, confined conveyance used to collect and convey storm water located at an "industrial facility"; then a permit is required.

However, if the storm water discharge mixes with a combined storm sewer system, or if the discharge percolates into the ground on airport property without entering United States waters, no permit is needed.

In the case of a combined storm sewer system where no permit is needed, local water quality authorities or sanitation commissions are currently regulated by a type of NPDES permit (Pretreatment Program) issued to the municipal sewer systems owner.

Fortunately, most general aviation and private airports in our state, having "industrial facilities producing hazardous chemicals", fall into the category where storm water discharge is washed out onto airport property and left to percolate, thus exempted.

Currently, the Montana EPA representative has advised that no group permits will be accepted leaving the remaining options as: 1) general permits (as a group); or 2) individual permits. The application deadline for general and individual permits is November 18, 1991, though, there is a proposal to extend the deadline to May 18, 1992. If you feel that facilities on your airport require a permit, or you are unsure if a permit is required, please contact the Montana Department of Health, Water Quality Bureau at 444-2406 or your local sanitation commission for help.

WOKAL HONORED

Effective April 4, WOKAL became the new designation on the instrument approach fix to runway 12 at Glasgow International Airport. An approach fix is usually given a five-letter name randomly picked by a computer, but the designation at Glasgow was made in recognition of Vic Wokal's dedication to the field of aviation for more than half a century.

A native of North Dakota, Wokal dreamed of soaring through the air while he farmed and worked with his brother, Joe, at Wokal Auto Co. in Bowman. Wokal saved up enough money to take his first flying lesson on March 24, 1941, and after six hours of training, he soloed in a 1940 Aeronica Tandam "Franklin 60" on May 24.

In October, 1944, the Wokals were instrumental in founding the first public use airport in Bowman and started Wokal Flying Service. They trained pilots, operated a charter service and sprayed crops.

In September, 1962, Wokal and his brother Joe bought the air service business in Glasgow, Air Services, Inc. In 1968 Wokal bought his brother's share of the business and at the same time became airport manager. He managed Frontier Airlines at the Glasgow terminal from 1970 to 1976.

It is fitting that WOKAL as the new designation at the airport be a constant reminder of the Glasgow pilot who helped build the area's aviation business from the ground up.

The recipient of many awards, Wokal in 1987 at the age of 74, sold his business, but hasn't retired completely from the field of aviation; he is serving on the airport commission. In that capacity, he can keep a keen eye on the progress of his lifelong love affair with aviation.



Pictured from left to right are Robert, Al, Gary and Florie Blain.

FOUR FOR FOUR FOR AIRLINES

Aldona and Gerhart Blain of Billings have certainly done their best by contributing pilots to help offset the airline pilot shortage problem. All of their four children are airline pilots and began their flying careers at a very early age - some rumors have it that they all soloed before age 12 and some say age 9. Well, these are just rumors and of course unfounded, however, whatever the age they all received intensive professional training and were recognized for their achievements as teenagers. All four received the Montana Pilots Associations "Junior Pilot of the Year" award. Gary Blain set a record on his 16th birthday by soloing 57 different makes and models of aircraft including four twins and five helicopters. It is even rumored that he rolled the Cessna 310 but again this is just another unfounded rumor. We congratulate the Blains but at the same time feel that it is unfortunate that they decided to stop at only four children - maybe their contribution could have been even greater.

WEST POPLAR WORK DAY



Bob Lipscomb, Valley Hangar President, installs a new windsock during West Poplar's Work Day.



Tom Markle, repairs the runway at the West Poplar Airport as Lanny Hanson, Mike Guttentberg, and Arden Beck offer words of advice.

PAN AM UPDATE PHONE ACCESS CHANGES

By: Redge Meierhenry,
Aviation Representative

The Montana Aeronautics Division is pleased to recognize Pan Am WeatherMation supporters, who have committed to support the on-going costs associated with its operation. Supporters include: Morrison's Flying Service - Helena; Deaconess Flight Department - Billings; St. Vincent Hospital - Help Flight, Helena Regional Airport and Exxon, USA.

Montana Aeronautics is deeply appreciative of their financial contribution and hope when you get a chance; you thank them personally. Without their support, the continuation of this service to the Montana aviation community would not be possible. Again, our heartfelt thanks.

With regret, we must discontinue the toll free 800 number to the Helena WeatherMation unit. As you can see, sponsorship is required just to pay for the monthly costs of operating WeatherMation, and none of this money can be used to pay for the prohibitively expensive 800 number. This was an additional cost that we have long planned to eliminate once our generous sponsors were in place.

The Division believes that you will continue to use the system to its fullest. I am sure that during this period of free calling you have been able to familiarize yourself with the system capabilities and can quickly access needed information.

The 800 number will be terminated effective June 14, 1991. Therefore, you must use 449-6416 for your dial-up. For those that must now call long distance, please review your communications file to use the local number. Thank you for your cooperation.

AOM BOARD MEETS IN HELENA

At a meeting held in Helena on April 20, the AOM Board received a final report on the 1991 Montana Aviation Conference. Bozeman Conference Committee representatives attended the meeting and reported that plans are well underway for the 1992 Montana Aviation Conference to be held February 26 - 29, 1992. Missoula was chosen as the site for the 1993 Conference.

AOM presently has in excess of \$6,000 towards its \$7,500 goal in a fund established in the event of a conference failure. Beginning with the 1993 conference, 60% of the proceeds will be distributed to AOM and 40% to the host organizations.

AOM Lobbyist Keith Colbo attended the meeting and reported on legislative activities he had followed for the group.

An informational brochure portraying AOM and its functions is being prepared and will be distributed to all organizations upon completion. In addition, a speakers bureau is being formed and is in its final stages.

The next meeting of the AOM Board will be September 28 at the Aeronautics Board room in Helena.



THUNDERSTORMS - SAFETY TIPS FROM THE A.I.M. FAR PART 61 CHANGES

A. Above all, remember this: never regard any thunderstorm "lightly" even when radar observers report the echoes are of light intensity. Avoiding thunderstorms is the best policy. Following are some Do's and Don'ts of thunderstorm avoidance:

- (1) Don't land or takeoff in the face of an approaching thunderstorm. A sudden gust front of low level turbulence could cause loss of control.
- (2) Don't attempt to fly under a thunderstorm even if you can see through to the other side. Turbulence and wind clear under the storm could be disastrous.
- (3) Don't fly without airborne radar into a cloud mass containing scattered embedded thunderstorms. Scattered thunderstorm not embedded usually can be visually circumnavigated.
- (4) Don't trust the visual appearance to be a reliable indicator of the turbulence inside a thunderstorm.
- (5) Do avoid by at least 20 miles any thunderstorm identified as severe or giving an intense radar echo. This is especially true under the anvil of a large cumulonimbus.
- (6) Do clear a top of a known or suspected severe thunderstorm by at least 1,000 feet altitude for each 10 knots of wind speed at the cloud top. This should exceed the altitude capability of most aircraft.
- (7) Do circumnavigate the entire area if the area has 6/10 thunderstorm coverage.
- (8) Do remember that vivid and frequent lightning indicates the probability of a severe thunderstorm.
- (9) Do regard as extremely hazardous any thunderstorm with tops 35,000 feet or higher whether the top is visually sighted or determined by radar.

B. If you cannot avoid penetrating a thunderstorm, following are some Do's before entering the storm:

- (1) Tighten your safety belt, put on your shoulder harness if you have one and secure all loose objects.
- (2) Plan and hold your course to take you through the storm in a minimum time.
- (3) To avoid the most critical icing, establish a penetration altitude below the freezing level or above the level of minus

15 degrees Celsius.

- (4) Verify that pitot heat is on and turn on carburetor heat or jet engine anti-ice. Icing can be rapid at any altitude and cause almost instantaneous power failure and/or loss of airspeed indication.
- (5) Establish power setting for turbulence penetration airspeed recommended in your aircraft manual.
- (6) Turn up cockpit lights to highest intensity to lessen temporary blindness from lightning.
- (7) If using automatic pilot, disengage altitude hold mode and speed hold mode. The automatic altitude and speed controls will increase maneuvers of the aircraft thus increasing structural stress.
- (8) If using airborne radar, tilt the antenna up and down occasionally. This will permit you to detect other thunderstorm activity at altitudes other than the one being flown.

C. Following are some Do's and Don'ts during the thunderstorm penetration:

- (1) Do keep your eyes on your instruments. Looking outside the cockpit can increase danger of temporary blindness from lightning.
- (2) Don't change power settings; maintain settings for the recommended turbulence penetration airspeed.
- (3) Do maintain constant attitude; let the aircraft "ride the waves." Maneuvers in trying to maintain constant altitude increases stress on the aircraft.
- (4) Don't turn back once you are in the thunderstorm. A straight course through the storm most likely will get you out of the hazards most quickly. In addition, turning maneuvers increase stress on the aircraft.



The FAA in March announced several changes to FAR Part 61, to become effective April 15th. The most significant (at least for instructor candidates) is that instructors will be required during the course of their training to demonstrate spin entry and recovery techniques. Heretofore, spins were an optional item on the Practical Test Standards. This change impacts another regulation: FAR 91.307, which required parachutes when conducting spins, except when the spins are required for a rating. Since spins are now required for the CFI rating, parachutes don't have to be worn when potential CFIs are doing spins. Private pilot candidates must be given spin awareness ground training but no flight training for spins is required.

The FAA added two new endorsement requirements. A pilot who has no experience in tailwheel airplanes will require a flight instructor endorsement before he or she can act as pilot in command. Also, any pilot flying aircraft capable of operating above 25,000 feet, will require an endorsement stating that he or she has been given ground and flight instruction in high altitude operations.

BOZEMAN GEARS UP FOR CELEBRATION 91

On July 4, 1991, "Celebration 91", an exciting air show complete with entertainment, a tremendous fireworks display and fun for all will be held at Bozeman.

The gates open at 11:00 a.m. with showtime set for 2:40 p.m. The opening act will feature Julie Clark, performing in a T-34. Other performers include Mike Wiggen, flying a Cyclone, Wayne Handley executing a series of inverted flat spins, Bill "Burner" Beardsley, former Blue Angel pilot will be flying a Bud Light jet and Scott Hannack will be flying a jet dragster in excess of 300 miles per hour.

A B-1B Bomber, together with other helicopter, fighter and cargo aircraft will take part in a military static display. An F-16 demonstration flight will also be included.

Music will begin at 7:00 p.m. followed by the fire work show at 10:30 p.m. Food and beverages will be available throughout the day. Advance ticket prices are \$8 for adults, \$4 for children under 12 or gate prices of \$10 - adults and \$5 - children under 12. Children under 6 are admitted free of charge.

For further information contact the Bozeman Chamber of Commerce at 586-5421.

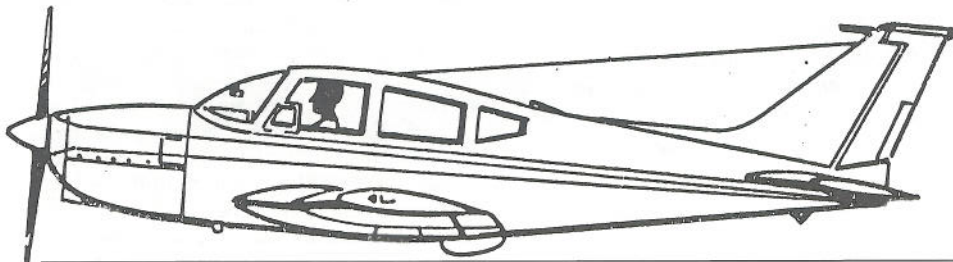
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- Keep a sharp lookout

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NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



May 1991

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